

The Hongkong Telegraph.

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THURSDAY, AUGUST 8, 1907.

四拜禮

號八月八

英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 14,550,000

Branches and Agencies.

TOKIO, CHEFOO, TIENTSIN, PEKIN, NAGASAKI, NEWHONGWANG, DALNY, PORT ARTHUR, LYONS, ANTUNG, LIONG, HONOLULU, MUKDEN, BOMBAY, TIE-LING, SHANGHAI, CHANG-CHUN, HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "

TAKEO TAKAMICHI,
Manager.

Hongkong, 6th April, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000
RESERVE FUND " \$5,000,000
" " \$3,250,000
" " \$5,000,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADENEE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates—
For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank), Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt, Jacob S. H. Stern, Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koeln, Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENTS, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

F. JUNG,
Manager.

Hongkong, 11th January, 1907. [24]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,000,000 (£417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samangan, Sourabaya, Cheribon, Tegal, Peking, Paoerocan, Tjilatjap, Padang, Medan (Deli), Palembang, Koja, Radja (Achtes), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.
" 6 " 4% " "
" 3 " 3% " "

J. L. VAN HOUTEN,
Agent.

Hongkong, 8th June, 1907. [20]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$11,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Hon. Mr. Henry Kerwick, Deputy Chairman.

A. Fuchs, Esq., E. Shellim, Esq., E. Goetz, Esq., R. Shaw, Esq., A. Haupt, Esq., H. A. W. Slade, Esq., C. R. Lehmann, Esq., H. E. Tomkins, Esq., A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2% per Cent. per Annum.
For 6 months, 3% per Cent. per Annum.
For 12 months, 4% per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 14th June, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% p.a. CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4% p.a. CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [22]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

PAID-UP CAPITAL £ 800,000
RESERVE FUND £ 1,200,000
RESERVE FUND £ 1,075,000
RESERVE FUND £ 1,475,000
RESERVE LIABILITY OF PROPRIETORS £ 800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months 4% per cent.

" 6 " 3% " "

" 3 " 2% " "

JOHN ARMSTRONG,
Manager.

Hongkong, 15th May, 1907. [23]

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000).
Subscribed Capital Fl. 10,000,000 (Paid-up).
Reserve Fund Fl. 2,112,570.36 (£176,048).

Head Office:—AMSTERDAM.

Sub-Office:—THE HAGUE.

Head Agency:—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Samarang, Indramajoe, Bandoeng and Weltevreden.

CORRESPONDENTS:—At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS:

London: The Williams Deacons Bank, Ltd. (Swiss Bankverein).

Paris: Comptoir National d'Escompte de Paris.

Berlin: Deutsche Bank.

Brussels: Banque de Paris et des Pays Bas.

Vienne: Union Bank.

Rome: Banca Commerciale Italiana.

THE Bank buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

On Current Account at the rate of 2% per annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.
" 6 " 3% " "
" 3 " 2% " "

J. BOETTJE,
Manager.

16, Des Voeux Road Central. [19]

Notice of Firm.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 31st July, 1907. [707]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON, &c., via usual Ports { DELHI 10th Aug. } See Special
of Call { Capt. J. D. Andrews, R.N.R. } Noon. } Advertisement

LONDON and ANTWERP VIA SINGAPORE, PENANG, SIMLA About 14th } Freight and
COLOMBO, PORT SAID, Capt. C. D. Goldsmith, R.N.R. } Aug. } Passage:
and MARSEILLES }

SHANGHAI, MOJI, KOBE & { NAMUR About 16th } Freight and
YOKOHAMA { Capt. H. W. Kenrick, R.N.R. } Aug. } Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 8th August, 1907. [2]

Intimations.

LANE, CRAWFORD & CO.

SOLE AGENTS.

DELICIOUS with FRUITS, SWEETS, TEA, COFFEE, &c., &c., &c.



PRESERVED IN ALL ITS NATURAL RICHNESS GUARANTEED FRESH.

PRICES:

27 cts., 35 cts., 50 cts. - - - per Tin.
\$3.00, \$3.85, \$5.50 - - - per Dozen.

LANE, CRAWFORD & CO. [26]

ASK FOR

KUPPER'S PILSENER BEER

and see that you get it.

LOOK CAREFULLY AT THE LABEL.

BEWARE OF COLOURABLE IMITATIONS.

SOLE AGENTS.

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

Hongkong, 6th July, 1907. [138]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 11th August,

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Luncheon and Refreshments supplied on board.

Saloon, Return Fare \$4.00

" " on the following day 5.00

" Single 2.00

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WHARF. This steamer connects with the returning steamer from Macao.

W. E. CLARKE,

Secretary.

Hongkong, 5th August, 1907. [79]

Intimations.

One of the most prominent Medical men of

China said:

"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."

For Sale at

THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,

and all its BRANCHES.

WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 24th January, 1907. [30]

X THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, REDDER STREET, MADAME FLINT, MANAGERESS.

JUST RECEIVED A LARGE CONSIGNMENT OF
LADIES' HATS, TOQUES & BLOUSES
DIRECT FROM PARIS.

PRICES VERY MODERATE. [39]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:
EXTRA DRY (Gout American).
BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony. [345]

Hotels.

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL,

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,
Manager. [26]

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMEN),

SHAMEN, CANTON,

ON THE BRITISH CONCESSION,

H. HAYNES,
Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO),

MACAO, CHINA,

IN THE CENTRE OF THE PRAIA GRANDE,

Capt. T. AUSTIN, R.N.R.,
Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. FARMER, Proprietor.

HONGKONG VOLUNTEER CORPS.

It is proposed to form an INFANTRY COMPANY with a DETACHMENT OF CYCLISTS. All who are desirous of joining are requested to apply personally at Volunteer Headquarters morning or afternoon.

A. J. THOMPSON, Captain,
Staff Officer H.K.V.C.

Hongkong, 26th July, 1907. [690]

OREGON PINE LUMBER.

DODWELL & COMPANY, LIMITED,

have always in stock a supply of the above in all sizes. Prices may be obtained on application.

Hongkong, 25th July, 1907. [682]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " W. A. Valentine.
 "FATSHAN," 2,260 " " C. V. Lloyd.
 "KINSHAN," 1,995 " " B. Branch.
 "HEUNGSHAN," 1,998 " " R. D. Thomas.

Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain E. H. Grainger.
 "SUI-TAI," 1,651 " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong, on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 58 tons, Captain J. Willox.
 "NANNING," 569 " " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round-trip takes about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th July, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.
S.S. "CHADREY," 1,000 tons, 14 knots.The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 9.30 P.M. (Sundays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Wharf is at the end of Wing Lok Street (Tram Station).
Canton Agents—Messrs. E. Parquet & Co.
For further particulars, please apply to—BARRETTO & CO.,
Agents.

Hongkong, 5th April, 1907.

WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30
These steamers have Excellent Saloon Accommodation, and are lighted by Electricity.
For further information, apply to—BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.
HONGKONG.

Hongkong, 6th October, 1906.

JAVA-CHINA-JAPAN LIJN
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAVA	Second half Aug.	JAPAN	Second half Aug.
TJIMAHU.....	JAPAN	Second half Aug.	JAVA PORTS	Second half Aug.
TJIBODAS ...	JAPAN	Second half Aug.	JAVA PORTS	First half Sept.
TJIPANAS ...	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJIKINI	JAVA	First half Sept.	JAPAN	First half Sept.
TJILATJAP ...	JAPAN	First half Sept.	JAVA PORTS	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports, on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDING, 1st floor,
Hongkong, 8th August, 1907.

Hotel.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1906.

Intimation.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama Harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 108, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Snodds, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and HAMBURG..... "ZISTEN" Capt. F. Prisch..... WEDNESDAY, Noon, 14th Aug., 1907.

SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA..... "PRINZ EITEL FRIEDRICH" Capt. E. Malchow..... about WEDNESDAY, 14th Aug., 1907.

MANILA, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE..... "PRINZ WALDEMAR" Capt. W. van Senden..... THURSDAY, Noon, 15th Aug., 1907.

YOKOHAMA and KOBE..... "PRINZ SIGISMUND" Capt. D. Lenz..... About FRIDAY, 23rd Aug., 1907.

KUDAT and SANDAKAN..... "BORNEO" Capt. F. Sembill..... About SATURDAY, 9 A.M., 31st Aug., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

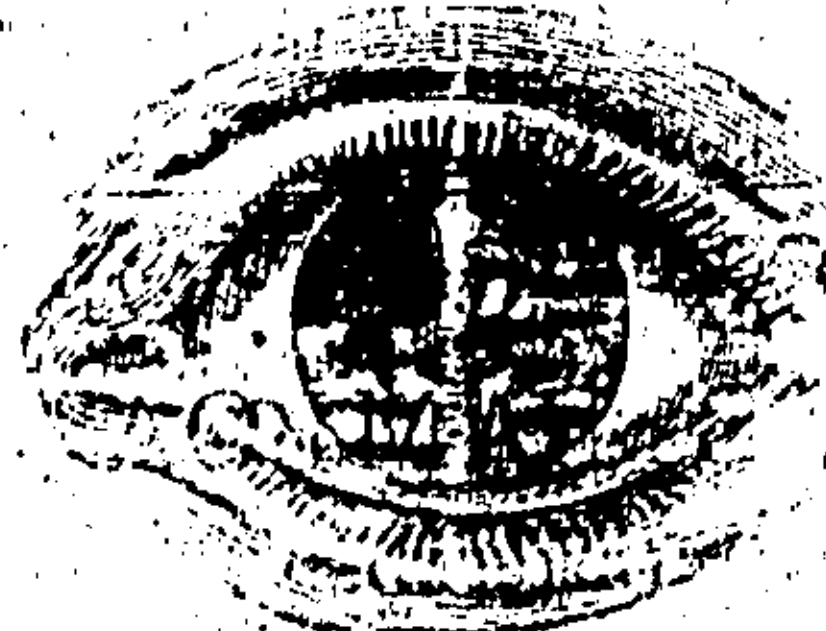
MELCHERS & C^o.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 31st July, 1907.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
21, John Street, Bedford Row, W.C. LONDON. CALCUTTA. SHANGHAI.
Hongkong, 27th November, 1905. 59, Bentinck Street. 566, Nanjing Road.

Hotel.

KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation. The only First-class Hotel in Kowloon. Most Charming and Popular Resort in the Colony. Electric Lights, Fans and Call Bells. Bath Room attached to Each Room.

Telegraphic Address: "CHEF" HONGKONG, 4 Telephone: No. K4.

Unrivalled for Comfort and Cuisine. Thoroughly Up to Date with Every Modern Luxury. Billiards and Bowling Alleys. Modern Terms and No Extra Modern Management.

O. E. OWEN, Proprietor, [208]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS. PRIVATE BAR and BILLIARD-ROOMS. HOT and COLD WATER throughout. ELECTRICALLY LIGHTED. ELECTRIC FANS (if required). ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HÔTE at separate tables.

For Terms, &c., apply to the—

MANAGER

Hongkong, 4th December, 1906. [29]

To Let.

TO LET.

OFFICES at No. 14, DES VŒUX ROAD CENTRAL (formerly occupied by Messrs Shawan, Tomes & Co.).

Apply to—

HO TUNG,

Comptroller Department, Jardine, Matheson & Co.

Hongkong, 4th April, 1907. [71]

TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & CO., LD. Hongkong, 22nd June, 1907. [87]

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st July, 1907. [100]

TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, PRAYA EAST, formerly in the occupation of the Admiralty.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 29th July, 1907. [130]

TO LET.

HATHERLEIGH, Conduit Road.

No. 1, RYON TERRACE, Bosham Road.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORTON TERRACE.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st July, 1907. [619]

TO LET.

HOUSE No. 2, ROSE TERRACE, Kowloon.

HOUSE No. 4, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—

COMPRADORE, Barretto & Co. Hongkong, 24th July, 1907. [565]

TO LET.

NO. 1, WEST END TERRACE, Shamsham Canton.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st July, 1907. [67]

TO BE LET.

AS from the 1st August next, No. 5 MORRISON HILL.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD. Hongkong, 29th June, 1907. [679]

Intimations.

PABST BREWING COMPANY, MILWAUKEE

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907. [54]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 2nd October, 1906. [48]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than 10 CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd. Hongkong, 29th September, 1905. [18]

WEATHER FORECASTS AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui, for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and a BALL below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and a DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and a BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and a BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, as repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.
A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoist in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	San Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sai Tan Koi.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light houses.

F. G. FROD, Director.

26th July, 1907.

Intimations.

Powell's

ALEXANDRA BUILDINGS.

DIRECT IMPORTERS

BABY CARRIAGES

Special Lines in

TROLLEY CARS

Dainty Upholstered

CHILDREN'S COTS

CANOPIES, HUMBER RUGS

and

SUNDRIES

WM. POWELL,
LTD.,
HONGKONG.

Hongkong, 1st August 1907.

Public Companies.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SECOND ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS of the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 13th August, at 12 o'clock, Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st July to 13th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

Hongkong, 22nd July, 1907. [673]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 17th day of August, 1907, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to the 30th June, 1907.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 31st July, 1907. [7-5]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be CLOSED from TUESDAY, the 6th, to the 17th day of August, 1907, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 31st July, 1907. [706]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, 19th August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th August, both days inclusive.

By Order of the Board of Directors,
THOS. J. ROSE,
Secretary.

Hongkong, 29th July, 1907. [693]

GREEN ISLAND CEMENT COMPANY, LIMITED.

SHAREHOLDERS are reminded that Interest at the rate of 12 per annum is payable on overdue calls.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 1st August, 1907. [713]

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

AN INTERIM DIVIDEND of 80 cents per Share for the Six Months ending 30th June, 1907, will be payable on the 17th August, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 17th August, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 1st August, 1907. [714]

HUMBER CYCLES.

THE BEST IN THE WORLD.

Cycles Makers

ROYAL WARRANTS

TO

H.M. KING EDWARD VII.

AND

H.R.H. PRINCE OF WALES

WIT THE LATEST, BEST 3 SPEED GEAR,

GEAR CASES AND DUNLOP TYRES.

From \$120 to \$150 each.

GUARANTEE FOR 5 YEARS.

WILL CLIMB ANY HILL ON THE LOW GEAR.

'Portsmouth Evening News'—'For 38 years the name of the HUMBER has been a guarantee of good workmanship.'

DRAGON CYCLE DEPOT,
AGENTS,
11, D'ARQUILLAR STREET AND KOWLOON.

Hongkong, 14th July, 1907. [467]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, TO-MORROW,

the 9th August, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

12 SHOT GUNS, 2 RIFLES AND ONE 12-BORE FOWLING PIECE.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 8th August, 1907. [724]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by

PUBLIC AUCTION,

ON TO-MORROW and SATURDAY, the 9th and 10th August, 1907, commencing EACH DAY at 2.30 P.M., at the

"HOTEL BALTIMORE," Wyndham Street, (FOR ACCOUNT OF THE CONCERNED),

THE WHOLE OF THE VALUABLE FURNITURE, CONTAINED THEREIN,

Comprising:—

Very finely CARVED TEAK SIDEBOARD with BEVELLED MIRRORS, DINNER WAGGONS, TABLES, LEATHER COVERED DINING CHAIRS, ELECTRO PLATE and GLASSWARE.

Single and Double BRASS MOUNTED BEDSTEADS, FINE TEAK WARDROBES with BEVELLED MIRRORS, DRESSING TABLES with BEVELLED MIRRORS, MARBLE-TOP WASHTAND, TOILET SETS, LACE CURTAINS, LEATHER COVERED SUITES, CARPETS, RUGS, &c., &c.

Some FINELY CARVED CANTON BLACKWOOD RE, JAPANESE SILK EMBROIDERED SCREENS, and WALL HANGINGS, and CABINETS;

ALSO

One COTTAGE PIANO by "Challen & Son," One Do. by "Neumeyer & Co."

TERMS:—As usual.

Catalogues will be issued.

On view from Thursday, the 8th August, 1907.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 8th August, 1907. [716]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, ON SATURDAY,

the 10th August, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

AN ASSORTMENT OF JAPANESE SILK EMBROIDERIES, AND

A QUANTITY OF GOLD and SILVER JEWELRY.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 6th August, 1907. [715]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, ON THURSDAY,

the 15th August, 1907, at 11 A.M., at No. 9, Reclamation Street, Yau-mai,

ONE MARINE TRIPLE EXPANSION ENGINE

5in. by 24in. by 40in.—27 Stroke—180 lbs. pressure. Built in 1903,

AND

ONE THURST BLOCK and SHAFT.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 26th July, 1907. [692]

For Sale.

FOR SALE.

TWO VERY VALUABLE PIECES OF LANDED PROPERTY situated at CANTON near the Hongkong, Canton and Macao Steamboat Company's wharf and facing the river. Title Deeds can be seen at the office of the undersigned.

For further particulars, apply to—
GOLDING and BARLOW,
Solicitors,
10, Queen's Road Central,
Hongkong, 22nd May, 1907. [526]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SMOOTH WHISKY, &c.

EVERY KIND OF SHIP'S STORES and REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1907. [49]

MURDER OF BALMACEDA.

IMPRESSIVE SPEECHES OF COUNSEL FOR THE DEFENCE.

Brussels, July 6. At the resumption yesterday of the trial of Carlos Waddington in connection with the murder of Ernesto Balmaceda at the Chilean Legation the advocate, Maitre Huyghebaert, concluded his address for the defence. In the course of it he requested the jury to bear in mind the cowardice of the campaign of calumny that had been carried on against Mlle. Waddington.

He declared it to be an impossibility that the accused had been guilty of premeditated murder, for he was really wishing to fight a duel with Balmaceda.

Waddington dwelt at considerable length upon the scandalous scenes which were caused by Balmaceda when he had an interview with Mlle. Waddington, and which compelled the son to avenge the honour of the family.

After Maitre Huyghebaert, the second advocate for Carlos Waddington, Maitre Paul Emile Janson, son of the distinguished Radical leader, addressed the Court. I drew an admirable portrait of Mlle. Waddington, who was, he said, unsuspecting and sincere, and who continued to be the same self-respecting young lady in her distracting prison.

The advocate passed in review all the essential details of the drama, and maintained that the theory of the prosecution was impossible of general acceptance.

Counsel concluded by making a moving appeal to the conscience of the jury, declaring that the Waddington family had already suffered enough.

The effect in court of counsel's eloquence was unmistakable.

RAISULI.

BRIGANDAGE AS A CAREER.

The capture of "Kaid" Sir Harry Maclean by the Moorish brigand Raisuli has drawn the attention of the lawyers to the fact that this notorious robber is still free. For years past newspaper readers have read of the raids, the murders, the impudent threats, and the extraordinary demands of the brigand chief under the very walls of Tangier—the diplomatic capital of Morocco—and almost within gunshot of Gibraltar.

To the question who is this man, the answer can be given at once that he is a mere brigand with a handful of followers. But to the further question why the authorities do not capture him and hang him, and settle the matter once and for all, it is not so easy to reply. The peculiar political position of the Powers, the weakness of the Sultan, and the lawlessness of the Government, have been carefully watched and taken advantage of by this wily Moor.

RAISULI'S PERSONALITY.

Raisuli is of poor origin and his early record is somewhat obscure. In the main to-day, one sees the real type of brigand, a height, with very broad shoulders, he has the appearance of an athlete. Piercing black eyes look out at you from under bushy brows. His forehead, sunburnt face, framed in black curling whiskers, trimmed in the Mahometan fashion, is made more sinister by a deep scar over his eye. His long thin new hand grips you like a vice of steel and makes you fear his cordially. With flowing robes and dignified carriage he is a picturesque figure.

His whole bearing suggests a tiger—you would rather prefer him as a friend than as an enemy. He is a fine shrewd, an expert horseman, and excels in all physical exercises. Of his domestic life we only know that he has wives, Mahometans never speak on that subject. He makes a charming host and is very polite.

HIS RISE TO POWER.

The fact that he has been in prison is no stain on Raisuli's character. His only crime may have been that he was a hardworking, steady man, and had saved enough to arouse the envy of a more impetuous neighbour, who told him "on commission." This sounds peculiar, but that is the story. A gives information to the authorities that he has got money. They strike a bargain. The authorities make a raid, put A. in prison, and confiscate everything. Then B. gets so much.

After two years in prison Raisuli was set free. Luckily he still had his eyes. He had not been tortured into a crippled idiot, but the terrible scars he could howl you, if they could but speak, would tell tales of torture tell in the hands of his persecutors. Was it surprising that he became an embittered man, who vowed revenge on all and everything?

For a while nothing was heard of him; but he was not wasting his time. To attain his object he had to have power and money. Silently he set to work. He made his home with the wild hillmen. His great strength, his bravery and personal attractions helped him to a position of Chief amongst them; and the next we heard of him was as Raisuli, the terrible brigand, COMMANDED THE SITUATION.

Cunning Moor as he is he has studied his surroundings. His own country is in the hands of a band of avenging plotters, too busy with their intrigues round a feeble boy Sultan to bother about their public duties. The European Powers are hanging about like terrors round a rat, each ready to spring, but afraid of what the others will do. So the poor little rat that could be so easily swallowed by any one of them sits on its haunches and laughs.

How cleverly Raisuli grasped the situation his actions have proved. With fine audacity three years ago he swept down, captured two subjects of two of the most powerful nations—Mr. Varley and Mr. Leducas—carried them off to his home in the hills, and impudently demanded a very high ransom. Threats he laughed at. The Government then demanded his punishment but Raisuli knew his game. The Sultan is too weak; so the ransom was paid in full, and instead of punishment Raisuli was nominated as Governor of the most important provinces.

THE PROBLEM OF TO-DAY.

Since then he has grown arrogant; his promises to restore order have not been kept, and he has pillaged and robbed until he has worn out the patience of the world. Ambassadors at Tangier. He has made valiant offers to the Sultan to sweep the Europeans out of all the coast towns—a most ridiculous offer, as the warships of the Powers could run along the coast and invest those towns before he could travel half the distance from Tangier to Rabat.

From the Sultan and his Ministers little can be expected. The Moor to-day is a farce. But Raisuli's cunning is great, and although there must be an inevitable end, it will be interesting to watch his next move in this interesting little game. —Lawrence Harper in Morning Leader.

Intimations.

A FAIR EXCHANGE.

Large sums of money are no doubt realized from simple speculation, but the great fortunes are derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog does not fail to distinguish between real friends and false friends. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOL'S PREPARATION.

have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anemia, Scrofula, Debility, Influenza, Throat and Lung Troubles, and Wasting Complaints. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. It is a scientific remedy and a food, with a delicious taste and flavour. No slow or doubtful action. "It cannot disappoint you." Sold by all chemists.

HONGKONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS.

A MEETING OF MEMBERS interested in SUBSCRIPTION GRIFFINS for the next RACE MEETING will be held at the offices of the Jockey Club (Hongkong Club annex) on SATURDAY, 10th instant, at Noon.

Hongkong, 7th August, 1907. [727]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,000,000.)

Undertakes and Executes

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., &c.,

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 22nd May, 1907. [695]

GRAND OPENING OF ARTS EXHIBITION.

FOR A SHORT SEASON ONLY

UNDER THE AUSPICES OF THE CANTON NAM-KEUNG PUBLIC COLLEGE,

there will be opened to the public at 37, QUEEN'S ROAD CENTRAL (three doors above Supreme Court),

on WEDNESDAY, 15th May, 1907,

A GRAND EXHIBITION OF EXQUISITE ART TREASURES,

Comprising:—

PAINTINGS, SCULPTURES, CARVINGS, TAPESTRY, ARTISTIC MARBLE and BRONZE BUSTS and STATUARY, ANCIENT ARMOUR and IMPERIAL WAR, FRENCH and VENETIAN WARES, Beautiful Articles of Decorative Furniture including a Bedroom Suite in Crystal and a Handsome Roman Chair from the Vatican, Rare Curios, D'Arques, Bronzes and other specimens of Vertu collected by connoisseurs in Art from many parts of the world to the order of the Exhibitors.

A nominal fee of FIFTY CENTS will be charged for admission, the nett proceeds of which will be devoted to the Educational Funds of the CANTON NAM-KEUNG PUBLIC COLLEGE.

Doors opened from 12 noon to 5 P.M., and 7 to 10 P.M.

Tickets may be had at Entrance.

Adults 25 cents.

Children 15 "

Soldiers in uniform ... 15 "

T. H. TAI,
Manager.

Hongkong, 15th June, 1907. [401]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. FARLANE,
Manager.

Hongkong, 22nd June, 1907. [61]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1906. [49]

Consignees.

S.S. "POLYNESIEN."

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London en s.s. Dordogne, and from Havre en s.s. Madea, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned Goods remaining unclaimed after MONDAY, the 12th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 12th August, or they will not be recognized. All damaged packages will be examined on MONDAY, the 12th August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 11th August, 1907. [10]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTIWERP, HULL, LONDON AND STRAITS.

THE Steamship

"GLENFURRY"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted, marked by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 12th instant will be subject to rent.

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WATSON'S FRUIT SYRUPS.

Prepared from Genuine
Fruit Juices, containing
the full flavour of the
sound ripe fruit.

Mixed with plain or
Aerated Water they
make delightful cooling
drinks.

A. S. WATSON & CO.,
LIMITED;

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

Hongkong, 3rd August, 1907.

(3)

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 8, 1907.

THE OSAKA SOSHEN KAISHA.

The Osaka Soshen Kaisha has presented its report to the shareholders for the half-year ended 30th June last. The net profit for the six months has amounted to Y2,138,262 including a surplus brought forward. Of the sum, Y252,000 has been placed to the reserve for the insurance of vessels (equal to a little over 4 per cent. of the total value of vessels); Y411,000 to the reserve for repairs of vessels (equal to about 6½ per cent. of the total value of vessels); Y291,000 to the reserve for depreciation of vessels (equal to about 4 per cent. of value); Y53,000 to the legal reserve, leaving Y426,250 for a dividend at the rate of 6 per cent. per annum, carrying forward a surplus of Y705,012. A comparative statement of the earnings of the first half of the current year with that of the preceding period shows the following results:—

	Last Period.	Previous Period.
Freight.....	Y2,659,358	Y2,772,717
Passenger receipts.....	1,577,044	1,408,520
Steamer charter.....	98,562	50,999
Receipts from lighters...	129,427	116,348
Interest.....	51,798	45,347
Sundry receipts.....	1,230,616	564,442
Navigation encourage- ment bounty.....	31,613	18,364
Freights for mails.....	72,298	70,760
Government subsidy.....	595,073	601,481

As a strictly Japanese concern the operations of this shipping company would be devoid of any special interest to shipowners in Hongkong; but when it is considered that the Company maintains a service in the Coastal trade of South China, with Hongkong as a terminal port, and subsidized as it is by the Japanese Government, in direct opposition to a British company with its head office in Hongkong and the shares of which are for the most part held by residents in this British Colony, the working of the Osaka Soshen Kaisha is invested with a direct interest to a section of the trading community in Hongkong. The speech of the chairman at the recent meeting of shareholders does not elucidate the traffic and freight receipts on individual branches of the Company's service; but the aggregate figures, as presented by the chairman, furnish material for consideration. Mr. Nishihashi, president of the Company, said that the quantity of cargo and the number of passengers carried during

the period constituted the highest record since the formation of the company, but the revenue was smaller than was expected, amounting to only Y5,400,000 in round figures, against which the working expenditure amounted to Y4,400,000 in round figures, leaving a surplus of only Y1,000,000. If the amount placed to reserve was deducted, the net profit would have been not more than Y60,000. But on account of incorporation with the Yangtze services of the various companies, the company received shares of the new company (the Japan-China Steamship Company) to the amount of Y3,700,000 in face value for the company's property contributed towards the capital of the new company, and thus received a revenue of over Y1,000,000. This enabled the company to carry forward a surplus of over Y700,000 after declaring the sum required to pay a dividend at the rate of 6 per cent. per annum. The amalgamation of the Japanese companies on the Yangtze, under the name of the Japan-China Steamship Company, has since witnessed the inauguration of a new Japanese service in the North which, in the opinion of competent observers, excels in point of tonnage, equipment and speed the vessels of the British firms, the pioneers of the river trade in the Yangtze Valley. And when the threatened institution of a line of steamboats in the South to be run in competition with the existing steamers owned for the most part by British owners and Chinese companies, it will readily be acknowledged that the Osaka Soshen Kaisha is certainly a power in the steamship line of business seriously to be reckoned with.

LOCAL AND GENERAL.

THE *Singapore Free Press* hears that a young python was caught in a godown at Tanjong Pagar on Tuesday week.

THE P. and O. Company's steamer *India* left London on 5th ult. with the following specie for Singapore: Coin gold, £2,000.

LIEUTENANT J. R. C. Cavendish, on promotion, has been reappointed to the destroyer *Hart* on the station. He gets his promotion at less than six years' service.

By the retirement from the N.Y.K. service, under the age clause, of Captain Haswell, Captain Swain becomes Commodore of the fleet, and has succeeded Captain Haswell in the command of the N.Y.K. steamer *Nikko Maru*.

LIEUTENANT G. A. Luscombe has been appointed to the cruiser *King Alfred*, flagship of Vice-Admiral Sir A. W. K. Moode, K.C.B., commanding the China Station, on promotion from sub-lieutenant. He joined the service in May, 1901.

WHILE the I.C. str. *Changwa* on her most recent voyage to Changsha (says the *Hankow Daily News* of the 29th ult.) was lying at her hulk at that port, a very plosky rescue from drowning took place. Mr. Cartwright, the chief officer of the vessel, observing a native struggling in the water, sprang overboard, without divesting himself of his garments, and succeeded in reaching the man. He managed to keep him afloat until a fireman came to his assistance, when between them they brought the man in safety to the steamer.

THE case against the head cook of the C. P. R. steamship *Empress of Japan*, who, with one of his assistants was arrested recently by Sergeant Cashman on a charge of stealing two hams, the property of the Company, was concluded at the Police Court, yesterday. Mr. Hazledine, before whom the case was heard, found the head cook alone guilty. The evidence went to show that the assistant was only obeying orders when he took the hams ashore. His Worship sentenced the head cook to six weeks' imprisonment and six hours' stocks. The assistant was discharged.

MESSRS. William Denny and Bros., Dumbarton, launched on 10th ult. the steamer *Hirwa Maru*, which is the first vessel fitted with turbine machinery to be built for service in Japan. She had been ordered by the Japanese States Railway for service in the Tsugaru Straits, her duties being to link up the two main railway lines in Japan. She will cover the passage in about half the time taken at present. She resembles the cross-channel steamers of England. Although not a large vessel, her length being 280 ft., her speed (18 knots) is high in proportion.

TAM CHIN, a trader, who arrived in the Colony yesterday, from Canton, was arrested on the wharf by an excise officer, who found illicit opium on him. At the Central Police Station Tam was searched again and on this occasion seven counterfeit twenty-cent pieces were found on him. This morning, he was charged with the two offences. Accused admitted the opium charge. As regarded the base money he stated that he got them in the course of business. Mr. Gompertz fined him \$10 on the opium charge. On the second he was sent to gaol for three weeks.

THE marriage has recently taken place in France of Mr. Sé Kong Liao, Attaché at the Chinese Embassy, and Miss Suzanne Aiken, the descendant of a Scotch family which has for many generations been established in France. The witnesses of the bridegroom were Messrs. Sheng Tcheng Tsien, Secretary of the Legation, and Tsinshing Ou, late attaché. Mr. Sé Kong Liao wore the Chinese national costume. Mr. Richon, Minister for Foreign Affairs, had charged as attaché of his department to convey his congratulations to the newly-married couple.

A GRUESOME DISCOVERY.

EUROPEAN WOMAN FOUND DEAD IN A TRUNK.

NO CLUE TO IDENTITY.

One of those remarkable occurrences which read like fiction was unearthed on board the Canadian Pacific liner *Monteagle*, now lying between Kelle Island and Hungbom, yesterday afternoon, and which remains—and seems likely to remain—shrouded in mystery.

Truth is ever stronger than fiction, which is borne out once again by the mysterious facts of this case. From information gathered by us we are able to state that at about half-past six o'clock on the 4th inst., while the *Monteagle* was lying off Waichai, a person having the appearance of an American, boarded the ship. Following him was the sampan men carrying a large, and apparently heavy trunk, which was placed on the deck, while the man to whom the trunk belonged asked to see the officer of the deck. In a conversation with the latter, the supposed American, stated that he was to be a passenger on the vessel on her next voyage and he had brought a piece of his heavy baggage to be stowed away in the baggage room as it would not be required during the trip. Calling some of his men the officer ordered the trunk removed below. This was done and the intended passenger left. Since then no further luggage has been received from him, nor has he again visited the vessel. But the mystery was not yet, as it all seemed quite in the usual course.

Yesterday afternoon, the carpenter of the *Monteagle* was in the baggage room attending some particular work. Looking round he was startled to see blood on the deck, which was apparently oozing from the trunk brought on board three days previously by the American. He at once gave the alarm and the chief officer was called to the spot. Orders were then given to force open the trunk. This was a work of a moment and then a ghastly sight was presented to the view of those around. There, lying doubled up inside the trunk was the body of a young European woman quite dead. A piece of cloth was tied tightly round her throat. From this it was understood that death was due to strangulation. Upon making this gruesome discovery the police flag was hoisted and they soon put in an appearance, taking charge of the body, which was later removed to the mortuary.

Immediately on learning of the discovery detectives at the Central Police Station were turned out with instructions to look for the mysterious would-be passenger. Very little hope of any success attending their efforts is entertained as the sleuths had nothing to go on but the meagre description of the man, given to the police by those on board. The search, however, continues.

The dead woman appeared to be about thirty years of age and seemed to be an entire stranger to this Colony, thus so far, there is no clue to her identity.

A PROMISSORY NOTE CASE.

CHINESE PARTNERSHIPS, AGAIN.

In Summary Jurisdiction Court this morning, before His Honour Mr. A. G. Wise, Puisne Judge, Leung Shun Hing and Wong Tsol, of No. 5 Mui Kwai Lane, traders, lately carrying on business under the style or firm name of Si Yik Lung, at No. 13 Sai Woo Street, as ironmiths, took action against the Tak Li Lung firm, of No. 350 Queen's Road West, contractors, and Lau Hing Pong, of No. 250 Queen's Road West, contractor, and Lai Chi Chin, of No. 4 Hollywood Road, gentleman, partners in the Tak Li Lung firm, for recovery of the sum of \$338.92, being money due by defendants to the plaintiffs on a promissory note, dated 18th March, 1907.

Mr. F. X. d'Almada e Castro appeared for the plaintiffs, Mr. G. K. Hall Brutton, Messrs. Brutton and Hett, appearing for Lai Chi Chin, the other defendant being unrepresented. Mr. d'Almada e Castro said the firm had been served, but Lai Chi Chin denies that he is or was a partner in the defendant firm.

His Honour: Then who was served?

Mr. d'Almada e Castro: The firm, my Lord, and Lai Chi Chin; the other man could not be found.

Mr. Brutton: There will have to be a trial of the issue as to whether Lai Chi Chin is or was a partner in the defendant firm, and as there has to be another matter in which he is interested, and as that comes up in Chambers on Saturday, it is not much use trying the issue twice, as to whether Lai Chi Chin is or was a partner.

His Honour: Well, are any of the defendants here?

Mr. d'Almada e Castro: No, my Lord.

His Honour: Very well, prove your claim and I'll give you judgment and costs against the firm, and we will consider the issue afterwards.

Leung Shun Hing said he was the first plaintiff, and proved the debt.

His Honour: Judgment with costs against the firm. Now, let's get on with the issue.

Mr. Brutton: I'd ask your Lordship to adjourn the matter so that the issue may be tried once for all. There are over \$5,000 dollars at issue in these actions against Lai Chi Chin.

His Honour (to Mr. d'Almada e Castro): It won't make any difference to you, I suppose, if the matter is adjourned?

Mr. d'Almada e Castro: Well, my Lord, I have the wife of Lai Chi Chin here and have subpoenaed the books of the Registrar in which the Tak Li Lung firm is registered. If your Lordship is going to grant an adjournment I would like to take the wife's evidence as she is here.

Mr. Brutton: Then I must ask for pleadings. We don't know what their case is, and we are acting in the dark.

Mr. d'Almada e Castro: What pleadings can there be? The issue is simply as to

whether Lai Chi Chin is or is not a partner in the Tak Li Lung firm, or whether he was a partner at the date of the signing the promissory note.

His Honour: Oh, no, I can't grant you pleadings.

Mr. Brutton: Well, my Lord, then I must ask for an adjournment.

His Honour: Well, we'll take the lady's evidence as she is here, and then see whether we'll go on.

Ng Yuen Ha, speaking good English, said she was the wife of the defendant Lai Chi Chin.

Mr. d'Almada e Castro: Your husband is a partner in the Tak—

Witness: No, he is not.

Mr. d'Almada e Castro: Are you sure of that?—Yes, I am quite sure he is not a partner.

Mr. d'Almada e Castro: Did you ever write to the Tak Li Lung firm?—Yes, I think so; I write very little, but I can sign my name.

Mr. d'Almada e Castro: Is this letter yours?

—The signature is mine.

Mr. d'Almada e Castro: In this letter you write to the firm and say: "Please send me my wages as I want the money." Now, if your husband was not a partner in the firm what were you to get wages for?—Well, I lent the firm \$5,000 in August of last year, and it was agreed that I should be paid \$50 interest a month. Then I lent them another \$2,500, and later on they returned me the \$5,000. They told me not to let my husband know anything about the matter, but to say the \$50 a month was for my wages.

Mr. d'Almada e Castro: Does your husband keep a banking account?—Yes, in Chinese banks in Canton and he sends the money to me when he has to make any payments in Hongkong.

A *fok* of the firm was called and stated that the capital of the Tak Li Lung firm was \$10,000, and each of the partners put in \$5,000.

Mr. d'Almada e Castro: Who were the partners?—Lau Hing Pong and Lai Chi Chin.

Mr. d'Almada e Castro: How do you know Lai Chi Chin was a partner?—Lau Hing Pong told me so, and asked me to do my best for the firm.

Mr. d'Almada e Castro: Can you see Lai Chi Chin in Court?—Yes, he is sitting near those ladies.

Mr. d'Almada e Castro: And you knew him as a partner in the Tak Li Lung firm?—Yes, he was the master.

Mr. d'Almada e Castro: Where is the other partner, Lau Hing Pong?

His Honour: I understand he had absconded.

Mr. d'Almada e Castro: Yes, I believe he has, my Lord. Anyhow he cannot be served.

The books of the Tak Li Lung firm were produced and the Court interpreter translated the "contribution book" in which entries appeared in the name of Lai Chi Chin, recording payments by him of various sums on account of capital, amounting to \$5,000. In the salary book there were entries of payments of "dry salary" to Lai Chi Chin of \$100 a month.

His Honour: What do you mean by a "dry" salary?

Witness: A salary paid to a man who does not work, my Lord.

His Honour: Oh, a sleeping partner.

Mr. d'Almada e Castro: Well, there are books—I'll put them in, my Lord.

His Honour: Very well, I'll admit the books. Have you any questions to ask, Mr. Brutton?

Mr. Brutton: No, my Lord; I've only seen one of those books, and I am not prepared to ask any questions upon them.

His Honour: Well, what do you want me to do?

Mr. Brutton: I'd ask your Lordship for an adjournment.

His Honour: Yes, I think you are entitled to that.

Mr. d'Almada e Castro: I've no objection to that, my Lord.

His Honour: No, I don't see how you could have. Well, it had better be put on to-morrow's list.

Mr. Brutton: Would your Lordship give us a day?

His Honour: Oh, no; it is a part heard case, and must go into the list. But I may say that up to the production of the books there was nothing whatever proved as to Lai Chi Chin's partnership, and I don't quite see that they conclusively prove it.

Mr. Brutton: Yes, my Lord; it is just the books; the matter turns on them.

His Honour: Well, let the case go into to-morrow's list.

ON 24th ult. at about 3.20 a.m. fire broke out in a house at Wakamatsu-cho, Yokosuka. The house was situated on an eminence and fully exposed to a strong wind that was blowing at the time. The scarcity of water greatly hampered the operations of the fire-brigade, and the flames rapidly spread until 59 blocks of houses, two godowns and three sheds were reduced to ashes before 4.30 a.m., when the fire was finally got under. Had it not been for the prompt action of the troops from the fortifications and some bluejackets, the damage would have been much greater. One man fell into a well while escaping from the fire, and was drowned.

SHIPPING AND MAILS.

MAILS DUE.

German (*Prins Blot Friedrich*) 12th inst., p.m.
German (*Eliten*) 13th inst.

American (*America Maru*) 17th inst.
Canadian (*Taihar*) 23rd inst.

The s.s. *Glamorganshire* left Singapore on 7th inst., and is due here on 14th inst., at noon.

The Imperial German Mail s.s. *Prins Waldemar* left Kobe on 8th inst., and may be expected here on or about 15th inst.

The s.s. *Apuracan* left Yokohama for Hongkong and Kobe left Moll. this morning, and may be expected here on or about 12th inst., morning.

Telegrams.

[Reuter's.]

The Brussels Sugar Convention.

London, 6th August.

Lord Elgin announced in the House of Lords that a protocol modifying the Sugar Convention had been drafted by the Brussels Commission and would be signed on the 1st September if accepted by the Powers.

The Meeting of the Tsar and Kaiser.

Semi-official statements in Berlin and St. Petersburg declare that the discussions at Swinemunde covered all questions of moment, and testified to the desire of both parties for the peace of the world. They in nowise modified existing alliances, and recognised that the Russo-Japanese agreement, and the prospective Anglo-Russian agreements, were most conducive to the maintenance of peace.

Later.

The Trouble in Morocco.

After posting guards at the consulates, the French battleship *Galilee* bombarded the Moorish quarter (of Casablanca) and its surroundings.

It is believed that 150 Moors were killed by the bombardment.

Accident in a Destroyer.

The oil fuel of H. M. S. *Spitfire* ignited, and two stokers were killed and four injured.

The King's Cup at Cowes.

The *Meteor* won the King's Cup at Cowes.

THE "YING KING" IN COURT.

CLAIM FOR DAMAGE TO HULL.

At the Supreme Court this morning, before His Honour Mr. A. G. Wise, Puisne Judge, presiding in Summary Jurisdiction, Li Shek Pang, of No. 81, Wing Lok Street, Victoria, merchant, sued the "Pak Mow" firm, of No. 12, High Street, Victoria, building contractors, for the recovery of the sum of \$861, damages sustained by the s.s. *Ying King*. The plaintiff's claim was for \$861 being damages and injury done to the above vessel, on 28th January, 1907, while lying alongside a wharf to the west of the Harbour Master's office, from the defective and insecure condition of a pile-driver then upon such wharf.

Mr. H. K. Holmes appeared for the plaintiff, the defendant being represented by Mr. R. F. C. Master, of Messrs. Johnson, Stokes and Master.

Mr. Holmes said the plaintiff is a merchant, and on the 28th January, 1907, was owner of the steamship *Ying King*, and resides at No. 81, Wing Lok Street. The defendants are building contractors and on the said 28th January were carrying on certain works on the *Yuen On* wharf to the west of the Harbour Office, their place of business being No. 13 High Street. On the said 28th January the plaintiff's said steamer, while lying alongside the *Yuen On* wharf sustained, and the plaintiff suffered damage from the defendants' negligence by having and leaving on the said wharf a pile-driver, which was blown over on to the *Ying King* doing damages to the amount claimed.

Li Shek Pang, the plaintiff, called and sworn corroborated the statement of claim, and said that on 28th January, at 3 o'clock in the afternoon, he was called to the *Ying King* and there he saw a pile-driver fallen on to his steamer near the bows which had considerably damaged the vessel. No attempt was made to lift the pile-driver, and there were no ropes for holding it secure. The pile-driver belonged to the "Pak Mow." Plaintiff produced the receipts for the various work done for repairing the *Ying King*, and for awning canvas supplied, amounting in all to \$861.

To Mr. Master (in cross-examination), plaintiff said he knew the pile-driver belonged to the defendants on the wharf with a sign of the "Pak Mow, Contractors," and the defendants' men were working there. He never knew the defendant till that day. He knew there was a squall on that day, but he could not notice it in his office. The *Ying King* was about 200 feet long and was moored stern in. The damage was done to the bows about ten feet from the stern. He had not noticed the pile-driver before because he always went to the wharf at night, as the vessel sailed at 9.30 o'clock. He took particular notice of the pile-driver after it was blown on his steamer, but he did not see any chains or ropes for making it secure.

Mr. Master: Were the fore and main awning not down on that day?

Plaintiff: Well, you must ask the captain about that; I take no notice of such things.

Mr. Master: This accident occurred in January, why have you left it so long before you try to recover damages?

Witness: Well, I sent to the defendant as I did not wish to take proceedings.

His Honour: Well, what was the result of sending to the defendant?—He denied that he was in any way liable.

Mr. Master: On the fifth February you got your solicitor to write a letter to the defendant, claiming \$1,200, and now you claim \$861; how is that?—Well, she had not been repaired then.

Mr. Master: That was only a rough estimate?—Yes, we thought that was what the damages would amount to.

Mr. Master: Did the accident necessitate your purchasing new awnings for the whole of the steamer?—I do not know; you must ask the captain about that.

Captain Page, master of the *Ying King*, spoke to the work going on the wharf, and to the pile-driver being there. He understood that it belonged to the defendants, as their signboard was there.

Mr. Master said he might shortly be proceeding by stating that the defence was that the contract to repair the wharf was sublet on 25th September to Leung Li, and if it proved the case must fall through, and it be up to the plaintiffs then to sue the contractor.

His Honour: Obviously it will be so.

The statement of defence was as follows:—

The defendants are not aware and therefore cannot admit the statement made in paragraph one of the statement of claim. The defendants admit they are contractors carrying on business at No. 13, High Street, but deny that they were on 28th January or at any time carrying out any work upon the *Yuen On* wharf. In reply to paragraph three of the statement of claim the defendants deny that on the 28th January they had or left on the wharf a pile-driver, or that the plaintiff on the 28th January, 1907, or at any other time suffered any damage by reason of the defendants' neglect in having or leaving upon the said wharf a pile-driver in an insecure condition. The defendants further say that if on the 28th January a pile-driver was left on the *Yuen On* wharf as aforesaid, it did not belong to or was it hired by them and was not in any way under their management and control, either by themselves or by any agent or servant of the firm. The defendants also say that if any damage was sustained by any vessel belonging to the plaintiff on the date alleged, which the defendants deny, they say that such damage was not caused by any negligence on their part, or on the part of any agent and servant, and they further say that if there was a pile-driver on the wharf it was in a secure condition, and if the same was blown over any steamship belonging to the plaintiff, which the defendants deny, it was not so blown over by reason of any fault or negligence on their part, or by reason of the pile-driver being in an insecure condition. By way of further defence the defendants say that on the 28th January, 1907, there occurred in the harbour a violent squall, between 12.30 and 1 p.m. and therefore if a pile-driver was blown on to any vessel belonging to the plaintiffs it was not through any negligence on the part of the defendants, their servants or agents, but that it was the sudden, violent and irresistible act of nature which it was impossible to foresee.

Lin Fat was called and said he was the managing partner of the Pak Mow. He had a contract to repair the *Yuen On* wharf, and he sublet it to Leung Li, and he had nothing more to do with it. The pile-driver was not under his management or control, but under that of the sub-contractor, Leung Li.

To Mr. Holmes (in cross-examination), defendant said his signboard was up on the matched because he first had the contract, and he put his material there. He remembered receiving a letter from plaintiffs' solicitor demanding \$1,200, and he replied that he disclaimed all liability as the wind was very strong. He told Leung Li that he must repair the damage.

Mr. Holmes: Was that your only reason for refusing to pay?—Yes, that was the only reason, what else? I told Leung Li that he must repair the vessel; but he said he had no money for any repairs.

Leung Li, called, said he was the sub-contractor, and the pile-driver was his.

Mr. Master: You had hired it from the plaintiffs?—Yes, it was arranged under the contract that I should purchase or hire the implements required for the repairs to the wharf. I engaged the men and paid them.

Continuing, witness denied that the Pak Mow told him to repair the vessel. He told him to get the pile-driver up, and he got out his *fok* and did so. He had no shop of his own. Pak Mow built the matched on the wharf for witness to live in. Witness had no signboard, so he left up the Pak Mow sign. Plaintiff, the captain of the vessel, told him to repair the damage, but all along he had but little money.

His Honour: Well, Mr. Holmes, now what have you to say?

Mr. Holmes: Well, I don

HONGKONG AND WHAMPOA DOCK CO., LD.

HALF-YEARLY REPORT.

The report of the Board of Directors of the Hongkong and Whampoa Dock Company, Limited, to the ordinary half-yearly meeting of shareholders, to be held at the offices of the company, Queen's Buildings, Victoria, on Monday, the 19th August, 1907, at 11 o'clock noon, reads:—

To the shareholders of the Hongkong and Whampoa Dock Company, Limited.
Gentlemen.—The directors have now to submit to you their report, with a statement of accounts for the half-year ended 30th June, 1907.

The net profit for the six months, after paying interest due and all charges, amounts to \$401,396.82 to which has to be added the balance brought forward from last account, 45,933.74

\$447,330.56
and from this have to be deducted—
Directors' fees, \$10,000.00
Auditors' fees, 750.00

leaving available for appropriation, \$791,580.56

The directors recommend that a dividend for the half-year of 8% of \$300,000.00 be paid to shareholders, payable \$100,000.00 to a special account and carry the balance \$19,580.56 to the new account.

During the past six months, twelve cargo lighters, one steam water-boat and four stern-wheelers finished in the last report have been delivered and handed over to their respective owners, after satisfactory trials; one steel steam launch for the Q. M. Department, U. S. A., was delivered in Manila.

We have orders to hand for a number of new vessels comprising one steel towboat for Engineer Corps, U.S.A., Manila, one steel towboat and one steam cargo lighter for Bangkok, three steel launches for Manila similar to the one finished last half-year, one wood fire-boat for the local Government and two wood towboats—one for Singapore and one for Hongkong harbour. We are also building a towboat to replace the *Rebel Cook*.

The dredger *Canton River* was not employed during the past six months, but has been on charter to Messrs. Butterfield & Swire since the 1st inst.

The sett returns from Aberdeen Docks have been greatly reduced through the expenditure of \$9,517 on repairs to the two dock caissons largely due to severe straining during the typhoon last September; most of the typhoon damage at our three establishments has been made good and paid for out of working expenses.

A contract has been made for the lengthening of No. 1 dock, and the work is now in progress under the supervision of the Company's staff.

No extensions to buildings have been made, and but few tools have been added to our plant during the half year under review. Your directors, however, have decided to proceed at once with an extension to the Kowloon boiler shop and install several new machines to other departments.

H. P. WHITE, Chairman.

Hongkong, 6th August, 1907.

BALANCE SHEET 30TH JUNE, 1907.

Liabilities.

June 30th, 1907.	
To Capital, 10,000 shares of £50 each, fully paid up	\$1,500,000.00
Admiralty loan	2,500.00
Less repayments	(18,813.84)
	10,111.76
No. 1 Dock extension account	50,000.00
Marine Insurance account	61,499.43
Sundry creditors	1,729,754.78
Balance of profit brought forward from last account	400,933.74
Profit for the half year ending June 30th, 1907	401,396.82
	802,330.56
	\$5,154,697.53

Assets.

June 30th, 1907.	
By Value of Aberdeen Docks, as per last statement	\$100,000.00
Kowloon	
By Value of Kowloon Docks as per last statement	\$2,469,160.25
Less, cost of extension of Kowloon Marine Lot No. 37 (transferred to No. 1 Dock Extension account)	17,156.25
	2,452,004.00
Cost of 1 No. 2 metal smelting furnace for moulding shop	2,819.00
Cost of two 5-ton derrick cranes for yard plant	6,000.00
	2,461,523.00
No. 1 Dock Extension Account.	
By Amount paid in connection with purchase of extension of Kowloon Marine Lot No. 27	17,156.25
Account expended to 30th June, 1907	76.46
	24,850.31
Cosmopolitan.	
By Value of Cosmopolitan Dock, as per last statement	3,000.00
Cost of one boiler for supplying steam to drive plant	3,666.91
	303,066.91
Value of tug, dredgers, launches, lighters and other boats	366,284.89
Sundry debtors	292,813.50

By Value of material expended on work in progress	44,151.81
Value of material on hand	1,561,967.10
	1,606,118.91
	\$5,154,697.53

REVENUE ACCOUNT.

June 30th, 1907.	
To Interest	\$56,563.35
Crown rent	4,075.92
Fire Insurance	3,227.45
Office expenses, salaries, stationery and rent of head office	28,342.26
Legal expenses	1,298.00
Marine Insurance account	6,200.00
Dredger account	4,460.78
Profit	401,396.82
	\$509,926.19

Jan. 1 to June 30, 1907.

By Net earnings of the Company's three establishments	\$466,584.80
Towage net earnings	7,353.84
Bonus on insurance premia &c	1,127.55
Robert Cooks difference between book value and amount realized from insurance companies under policy	24,850.00
	\$509,926.19

Hongkong, 6th August, 1907.

R. MITCHELL,
Acting Chief Manager.
THOS. I. ROSE,
Secretary.

HONGKONG WATER POLO SHIELD COMPETITION.

FOURTH ROUND.

Yesterday afternoon at the V.R.C. enclosure a couple of very interesting matches were played before another large gathering of sporting enthusiasts.

R.E. "A" TEAM VS. R.H.K.Y.C.

This match proved to be a very exciting one and, although the Engineers were defeated, it must be said that they played a very good game and had a good many opportunities for scoring which they were slow to avail of, but the few shots they did make at goal were well stopped by the Yacht Club goalkeeper.

Staff Sergeant Walsh defended the Royal Engineers' goal creditably, but it was impossible for him to stop every shot. The Engineers seemed to have improved a great deal—Morris and Grandy especially. The Yacht Club also played a good game and deserved their win of six goals to nil to their favour. Bidden, Linton and Beattie were the scorers.

The teams were as follows: R.H.K.Y.C.—F. Bidden, G. G. Franklin, E. W. Carpenter, R. Beattie, H. W. Lester, P. Stanton and Linton. R.E. "A" Team—Staff Sergeants Walsh, Welford, Sappers Vaughan, Morrish, Carr, Barrow and 2nd Cpl Grandy.

V.R.C. "A" TEAM VS. V.R.C. "B" TEAM.

The "A" team men did not have matters all as they at first expected and had a little difficulty in scoring, but they were short of J. M. Roza Pereira (one of their best men) who was substituted by his brother, F. M. Roza Pereira. In the first half of the game the "A" team backs did not feed their forwards half as much as they ought to, and they scored 3 goals in the first half, all to the credit of L. E. Lammert; it might have increased if the backs had only passed the ball a little oftener, instead of shooting long shots which were easily stopped.

In the second half the "B" team tried once or twice to score, but were unsuccessful, and they stuck to their opponents well. The "A" team backs then thought it time to place the ball as often as they could in front of their forwards, after a good many tries H. T. Lammert scored the fourth goal from a pass by Carroll. The "B" team then tried to keep the "A" team from scoring further after this, but were unsuccessful as Carroll scored the fifth and last goal. After this the "B" team held their men well and a few more hard tries by Lammert and Carroll were successfully stopped by C. A. Rodrigues, the "B" team goalkeeper, and thus the game ended in a win by 5 goals to nil in favour of the V.R.C. "A" team.

The teams were: V.R.C. "A" Team—F. M. Roza Pereira (goal), L. E. Lammert, A. E. Alves (fullbacks); H. A. Lammert (half-back); A. H. Carroll, P. M. Remedios and A. V. Barros (forwards). V.R.C. "B" Team: C. A. Rodrigues (goal), J. W. Bains, E. Roza (fullback); A. J. V. Ribeiro (halfback); A. R. Ellis, L. Le Breton and J. M. Lopes (forwards).

To-morrow another two matches will be played, and the most interesting one will be that of the Corinthian Yacht Club versus the 8th Co., R.G.A., and a good game is sure to result.

COMPETITION TABLE.

Played	Won	Lost	Drawn	Points
V.R.C. "A"	4	0	0	12
8th Co., R.G.A.	3	0	0	9
R.H.K.Y.C.	4	3	1	9
Corinthian Y.C.	3	2	1	6
R.E. "A"	3	1	2	3
V.R.C. "B"	4	1	3	3
Middlesex "A"	2	0	2	0
R.E. "B"	2	0	2	0
Middlesex "B"	3	0	3	0

On 6th ult. the marriage took place at "Our Lady of Victories" Church, Kensington, of Mr. William George Tiltson Noble, youngest son of the late George Edward Noble, of the Hongkong and Shanghai Banking Corporation, and Mrs. Noble, of 37, Inverness-terrace, London, and Miss May Barton, only daughter of Mr. G. H. Barton, of 8, Warwick Mansions, Cromwell-crescent, Kensington. The ceremony was performed by the Rev. C. Cox, and Mr. J. F. Noble, brother of the bridegroom, acted as best man. The bride was given away by her father. The bridesmaids were Miss Molly and Keila Noble (sisters of the bridegroom), and Miss Longstaff and Miss Bull. The reception was afterwards held at 8, Warwick Mansions, amongst the guests being many old Eastern friends of the bridegroom's family. The many and valuable presents and the pretty and picturesque dresses of the bridesmaids were much admired.

THE WEST RIVER.

CANTON-SHANGHAI RAILWAY.

Mr. A. J. Angier, who recently visited the West River districts, on his Far Eastern tour, contributes the following article to the *London & China Express*:—

From Canton my route lay up the West River, and as the steamer had proceeded direct from Hongkong to Samshui, I took the opportunity of joining her there. At the same time I had the advantage of going over the Canton-Samshui Railway. This is a portion of the Yueh-han or Canton-Hankow line, though its point of departure from Canton is on the opposite side of the river to the main line. It is about 30 miles in length, and was constructed by the American-Belgian parties, originally associated with the enterprise. It is standard gauge, the road bed being fairly well laid and quite adapted to the moderate speeds attempted, though scarcely adapted for express traffic. The Chinese have retained one foreigner, Mr. Lind, as superintendent of the line, and considering that he has to control everything, from supervision of locomotives and rolling stock, to upkeep of roadbed and repairing shops and stations, he must have his hands tolerably full at times. All the drivers and stokers, the conductors and station-masters, are Chinese, and they seem, under the superintendent's supervision, to run the line well. The trains keep good time and are usually packed. The line pays well and returns a good dividend, though it has to put much of its earnings into capital account. The Chinese will not put up any more capital to complete the works. Consequently the erection of a locomotive shed, of workshops, carriage factory, and the construction of permanent stations have to be gradually provided out of earnings. Practically whatever surplus remains, after providing the dividend the Chinese require, is thus utilised on capital account. When these requirements have been fulfilled the dividend available should be large, for the traffic will probably not decrease, as time goes on. The line traverses a generally flat rice-growing district, and only a few low hills necessitating a little cutting and grading have had to be done. The station at Samshui is about half a mile or so from the river, but may possibly be taken nearer the bank later on, facilitating the handling of freight and the convenience of passengers.

SS. "LINTAN."

Arrived at Samshui we found the steamer *Lintan* already at anchor. She is owned by Butterfield and Swire, but has the amalgamated flag, as the service is run on joint account by the China Navigation Company, the Indo-China Steam Navigation Company, and the Steamboat Company, (the Hongkong, Canton and Macao Steamboat Company). Before I left Hongkong I was advised that if I was proceeding up the West River that there was only one vessel to travel by. The stern wheelers running between Canton and Wuchow are comfortable enough, but the *Lintan* is distinctly the one to make the trip in. She has excellent cabin accommodation, a nice saloon, and Capt. Biers can make you as comfortable as one needs desire.

THE SCENERY.

It will not be necessary to write at any length on the scenery of the West River, which is now fairly well known and need not be elaborated. There are two capital guide books issued by the companies which tell you all about the river and its immediate surroundings. In one of these you are reminded of the beauties of scenery on the West River, with its gorges, its peculiar thread-like continuation of lakes one after another with barriers of high land always ahead. There are pretty green hills rising directly from the water's edge cultivated with patches of tea, hemp, tobacco, casia, indigo, and the mulberry (for the large surrounding silk district), and other fruit-bearing trees; it has occasionally sloping banks where the high land has receded leaving a fertile valley, and where some picturesque village or small township nestled beneath the spreading banyan has deposited itself, invited, as it were, by the prospect of a rich food-producing soil. Then, again, the banana palm and the far palm and the Ramee plant (Chinese grass) grow in full luxuriance, as also the giant bamboo, forming extensive groves of graceful feathery foliage and lending a delicate softness to one of the prettiest panoramic landscapes to be found anywhere in this part of the world. They grow in rich masses often resembling Prince of Wales's feathers. The growth is extremely picturesque, and the huge raft of bamboo poles met on the river often form considerable obstruction to navigation.

BRICK-KILNS.

There are likewise many large brick-kilns to be observed on the banks, where the well-known blue Kwangtung bricks are extensively manufactured. The fuel to bake them comes down the river from the upper part of the province and from Kwangsi on boats loaded high up above the decks. It consists of twigs, grass and other vegetable refuse. Fodder for the buffaloes, who are used to knead out the clay, when being worked up, also comes down in similarly laden boats. The collection of this fodder and fuel and its carriage makes no mean industry in itself. Along the hillside one may see shoals often some hundreds of yards in length for sending these materials down to the river-banks. Another feature is the crops being grown on the foreshore of the river.

PIRACY.

There is much talk about piracy on the river, but you seem to know far more about it in Hongkong and other places than you do on the West River itself. With the disastrous holding up of the *Baham* in July last year, and the untimely murder of Dr. Macdonald, the subject did not seem far away, but the whole matter is really more of the nature of armed gang robbery with violence than piracy in the true meaning of that word. The fraternity who carry out these gang robberies, with occasional, but not frequent, assassinations, is a fairly numerous one, and seems to defy the sometimes half-hearted, and at others bloodthirsty attempts of the

authorities to put a end to them. Their short shrift as a rule for any leader who falls into the hands of the authorities. Only a few days before I reached Wuchow a malefactor had been beheaded in the city. His body was literally torn to pieces by the populace in their eager desire to get some of his flesh and blood, for by consuming this they thought to become imbued with the courage and fearlessness of which he had been the possessor. The lawless acts have a certain influence on trade, and foreign passenger tourist traffic has undoubtedly been affected by the *Sasnam* attack, for which no consequential damages can be obtained from the Chinese Government. Another effect is that nearly all the (Chinese) launches as well as the junky they now have to submit to squeeze by the robber gangs, or else stand the chance of being marked down as an object of attack. This way much blackmail is obtained which is a hindrance to trade. All trading nations are therefore concerned in the suppression of the so-called piracy. Much good work is done by the various gunboats. There are three British river vessels (too slow in speed, it may be noted), besides other foreign and Chinese armed boats, whilst Chinese guard boats are as numerous as they appear to be generally ineffective. The gunboats also do a certain amount of survey work and the *Little Rebel*, under the command of Lieutenant Walcott, R.A., has made a name for herself in such a way as to be in the inspection, &c., of launches running on the river. By the way, there is quite a curiosity in competition with the associated companies' service, which works in pool with some Chinese-owned boats, in the shape of an ex-British gunboat (the *Tweed*). This originally British vessel is owned and manned by Chinese, flies the German flag, and goes to a French *pat* (ponton) at Wuchow. Another, by the way, is that now Nanjing is opened to foreign trade (it may be recalled that it was supposed to have been opened in 1899 at the same time as Ching-wan-tao, Santow and Yochow) it would be advisable for the British naval authorities to provide a motor boat of shallow draught that can proceed to that port. The distance by water is 370 miles. The advantages of "showing the flag" there would seem to be many.

WUCHOW.

For some time previous to our making Wuchow at midday the lofty pagoda on the high hill facing the city was in view as a conspicuous landmark. Shortly before reaching, two rocky islets, known as Chicken Basket Island, are passed. At high-water season in summer, when the difference in level is from 50 ft. to 60 ft., the lower of these gets covered, and at times even the lower of the two is higher one gets involved by the watery element. Wuchow is situated below the confluence of the Fu-ho with the West River. The Fu-ho, which washes one side of the city, is a source of much trouble when in freshet in the summer. Its mouth is then almost impassable, whilst dangerous eddies and currents are here formed in the West River. The most conspicuous building on approaching Wuchow is Messrs. Jardine, Matheson and Co.'s Hong Kong Consulate, a three-blocks of missionary buildings, in one of which the Commissioner of Customs has recently resided. On my former visit he had lived in a yamen, the native city. The Customs office is still on a *pat* (ponton) on the river. Most of the business indeed is done on *pat*. The *Lintan* was made fast to two into which she discharged as into a godown, and where the export cargo is collected for the down trip. The British Consulate, which was formerly located on a house boat, has now a fine position on the summit of a hill on the western side of the Fu-ho. Extensive and picturesque views may be obtained from it up and down West River and up the Fu-ho. The Chinese authorities have been permitted to rent at a nominal amount a significant station situated within the grounds, which commands all three stretches of water, and whence an excellent view is obtained. The Consulate office is lower down the hill at an elevation which just clears flood level. Some little inconvenience is caused by the Consulate being situated on the other side of the Fu-ho but with the present volume of trade it is perhaps not serious. On hills behind the Consulate there is a group of missionary buildings, and behind these again is the grave and monument erected to Dr. Macdonald. It is a site that peculiarly appeals to the Chinese mind, and from this position his spirit may look down on the hospital near the West river bank, which he so ably directed, and where he did so much good. Within the city of Wuchow, an excellent view over which is obtained from the British Consulate grounds across the Fu-ho, may be seen the new foreign colleges and schools that form quite an extensive number of fairly well-built strong craft are turned out each year. In matters of trade there is a difficulty at present in regard to kerosene oil business. Storage pianities have been erected across the West River on the opposite bank to Wuchow. The Chinese now want to impose a small extra duty over and above the tariff duty, in much the same way as prevails at Hankow, where it was imposed, I believe, by common consent of all parties. It apparently seems to be the intention of the Chinese authorities to seek to impose this extra duty where such installations are made. As the precedent set at Hankow has already been met and successfully combated at Hankow, there seems no reason why it should be imposed at Wuchow. There are also the makings of trouble respecting foreign shore cases which may develop.

(Continued on pages 6 and 7.)

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on TUESDAY, the 13th August, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, SUNDRY VALUABLE HOUSEHOLD FURNITURE, Comprising—

DOUBLE and SINGLE IRON BED-STEADS and MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, OVERMANTELS with BEVELLED GLASS, SIDEBOARD and DINNER WAGGONS with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, DOUBLE TEAKWOOD WARDROBE with BEVELLED GLASS, TAPESTRY COVERED DRAWING ROOM SUITE, GLASS, CROCKERY and E.P. WARE, CARPET, COOKING STOVE and UTENSILS, &c.

ALSO
1 COTTAGE PIANO by Robinson Piano Co., 1 GRAMOPHONE and RECORDS, 1 BANJO, 1 REMINGTON and 1 EMPIRE TYPEWRITERS.

Catalogues will be issued. TERMS—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 8th August, 1907. [729]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "MARMORA" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *India & Persia*.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee, and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 7th August, 1907. [7]

CANTON DAY BY DAY.

RICE RIOTS.

[From Our Own Correspondent.]

Canton, 7th August.
The district Magistrate of the district of Kaying has sent a despatch to Canton stating that a disturbance has broken out there caused by the famine-stricken people. The Magistrate stated that he has made arrangements to dispose half of the rice from the Government Granary to the people at the lowest prices, but when tickets were issued to the people to purchase rice, a mob of several thousand people collected at the front of his yamen. The mob attacked his yamen and other official departments and ransacked the rice granary. The local authorities experienced great difficulty in dispersing the rabble. The despatch requests that a body of troops be sent from here for the purpose of protection in case of emergency.

DRAPER'S STORE ATTACHED.

The firm of Kin Cheong Loong, drapers, of Yeung Hang Street, has been sealed up by the authorities at the request of the International Banking Corporation, from which the owner of the firm has effected a loan but has not repaid it.

THEATRE CLOSED.

The Honan theatre has been sealed up by the Panyu magistrate as the payment of rent is overdue.

VICEREGAL BANQUET.

A dinner was given yesterday at the Eight Bannermen Hall in honour of H.I.M. the Emperor's birthday, by H.E. the Acting Viceroy. The foreign Consuls, leading members of the foreign community, and the Commissioners of Customs and Posts were present.

COLLISION.

The other day the launch *Wai On* came into collision with a cargo boat fully laden with a cargo of tobacco leaf belonging to Chu Kwong Lao, and the cargo boat was sunk. Fortunately, the water police boat was in the vicinity and no lives were lost; but the cargo was carried away by the tide.

SIR CHENTUNG LIANG CHENG.

Sir Chentung Liang Cheng, formerly the Chinese Minister at Washington, arrived here yesterday afternoon on board the s.s. *Hongshan* en route for his native home. A number of friends were on the wharf to meet the distinguished official.

THE match of 500,000 up between Chapman and Reece, was concluded on 6th ult. at Soho-square, when Reece ran out with an unfinished break of 499/135. The score, which comprised 249,512 "anchor" canpons, took 5,140 minutes to compile, scoring at the rate of 57 points per minute. All but 151 points of this break were made by the "anchor stroke," the playing time in gross being 3 days 13 hours 45 minutes.

Intimations

THE ROBINSON PIANO CO., LD.

TALKING MACHINES AND RECORDS.

New Stock just arrived
LARGE AND VARIED ASSORTMENT

MUSIC
Comic Opera Scores and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 29th November, 1906. [52]

THE LEADING COGNAC

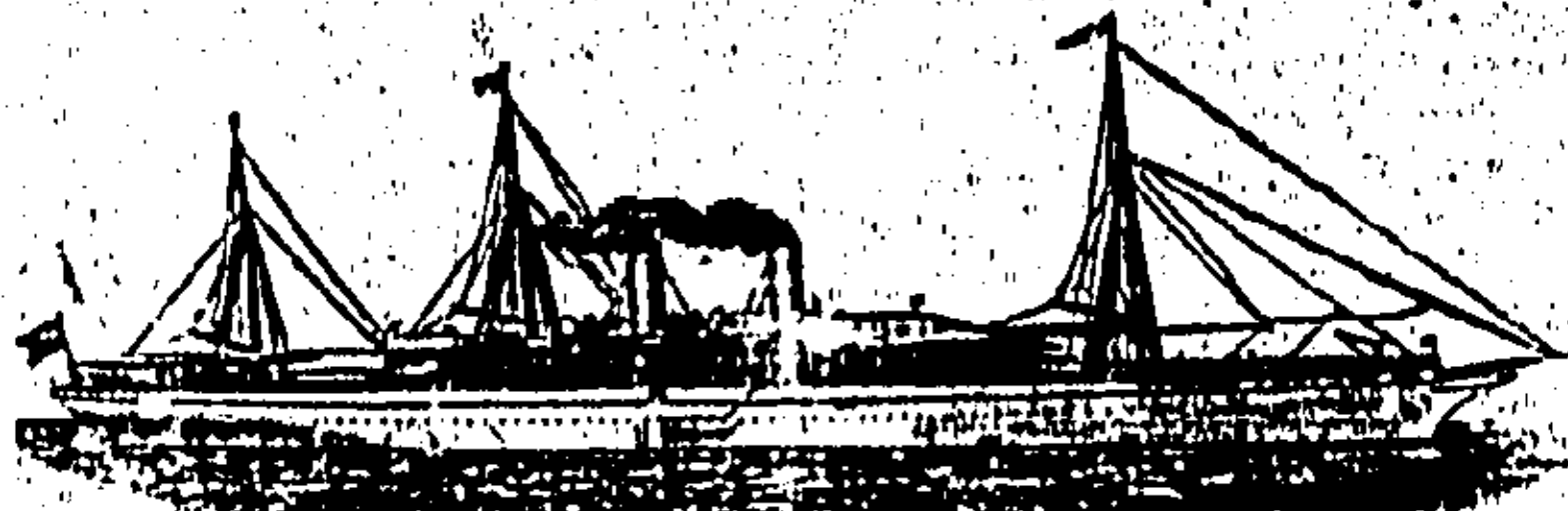
J. & F. MARTELL'S.



.....per dozen \$25.00
..... 28.00
V.S.O.P. 49.00
V.V.S.O.P. 90.00

SOLE AGENTS
H. PRICE & Co., Ltd.,
WINE AND SPIRIT MERCHANTS,
12, QUEEN'S ROAD CENTRAL,
Hongkong, 16th July, 1907. [54]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. "MONTREAL"	LEAVE HONGKONG
"EMPEROR OF JAPAN"	ARRIVE VANCOUVER
"TARTAR"	WEDNESDAY, Aug. 14th
"EMPEROR OF CHINA"	THURSDAY, Aug. 29th
"ATHENIAN"	WEDNESDAY, Sept. 11th
"EMPEROR OF INDIA"	THURSDAY, Sept. 26th
	WEDNESDAY, Oct. 9th
	THURSDAY, Oct. 24th
	WEDNESDAY, Nov. 2nd
	THURSDAY, Nov. 14th

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 12,500 tons register. The through transit to LIVERPOOL being 23 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
Steamers, and 1st Class on Railways £40. £42.

R.M.S. "MONTREAL," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Rates of Freight and Passage, apply to
HONGKONG, 1st August, 1907
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA	LAISANG	SATURDAY, 10th Aug. 3 P.M.
MANILA	YUENSANG	SATURDAY, 10th Aug. 3 P.M.
SHANGHAI	WINGSANG	SATURDAY, 10th Aug. 5 P.M.
SHANGHAI	CHOYSANG	TUESDAY, 13th Aug. 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore (1st Class)	Single	Returns
	\$ 25	\$ 50
Penang	85	130
Calcutta	165	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chafon, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 8th August, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW & SHANGHAI	"KASHING"	9th Aug. 4 P.M.
TSINGTAO & CHINKANG	"TOHANG"	9th " "
TSINGTAO, CHEFOO & NEWCHWANG	"KWEIYANG"	10th " "
SWATOW, AMOY & SHANGHAI	"SHANGHAI"	12th " "
JAVA	"SHANTUNG"	13th " "
MANILA	"FAMING"	15th " "
HAIPHONG, CHEFOO & TIENTSIN	"TIENTSIN"	15th " "
YOKOHAMA & KOBE	"HUIHONG"	15th " "
MANILA, ZAMBOANGA, PUKI DAKWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	21st " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duty qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE
AGENTS.

Hongkong, 8th August, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ROBI	2540	Almond	MANILA	SATURDAY, 10th Aug. at Noon.
SAFRO	2540	Fraser	"	SATURDAY, 17th Aug. at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 3rd August, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship "ABERLOUR"

To sail

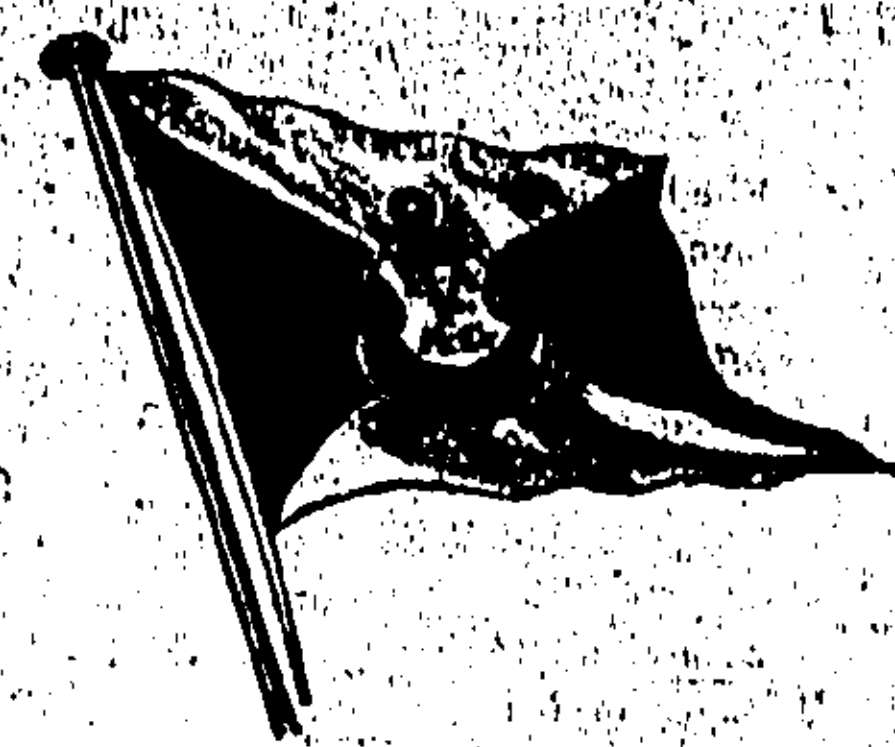
For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 6th July.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



150 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

RHENANIA

100

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation (new)	80,000	\$125	\$125	\$1,000,000	\$1,721,558	{£1.15/- and bonus of £1 @ Ex. 2/3/- = £24.33 making \$40.80 for 1906	\$67 1/2 ex n. is. \$51 1/2 new issue London £81 ex new issue London £60 n. issue first call \$51
National Bank of China, Limited	99,925	£7	£6	{£12,735 \$300,000	\$71,273	\$2 (London 3/6) for 1905	7 1/2 % \$270
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{£1,675,000 \$400,000	\$233,638	\$20 for 1905	7 1/2 % \$270
North China Insurance Company, Limited	10,000	£15	£5	{Tls. 100,000 Tls. 50,000	Tls. 185,529	{Interim of 7/6 for account 1906 @ ex 2/10 11/16 per tal.	6 % Tls. 75 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{£175,137.15/- \$80,000	\$1,460,410	{Final of \$12 making \$42 for 1905 and Interim of 1/3 for 1906	5 1/2 % \$775
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{£136,287 \$30,000	\$461,467	\$12 for year ending 31.12.05	6 1/2 % \$180 sellers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	{£136,287 \$30,000	\$362,980	\$6 and bonus \$2 for 1905	9 1/2 % \$88 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{£136,287 \$30,000	\$435,236	\$40 for 1905	12 1/2 % \$37 1/2 sellers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{£7,000 \$20,000	\$365	\$1 for 1906	6 1/2 % \$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	{£19,562 \$50,000	Nil.	\$2 1/2 for year ended 30.4.1906	6 % \$41
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{£300,000 \$144,386	\$20,170	\$1 for 2nd half-year making \$2.00 for 1906	6 1/2 % \$29 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{£60,000 \$270,000	£3,694	5/- for 1906 @ ex 2/2 = \$1.24 per share	3 1/2 % \$67
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{Tls. 54,372 Tls. 11,327	11,327	{Final of Tls. 3 1/2 making Tls. 5 1/2 (Pref.) and Interim of Tls. 3 1/2 making Tls. 8 1/2 (Ord.) for 1906	11 1/2 % Tls. 50 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{£5,107.14/- \$80,000	\$5,355,610	Interim of 1/- (Coupon No. 8) for a/c 1907	10 1/2 % Tls. 40 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{£10,000 \$5,000	\$137	{£1.00 for year ending 30.4.1907	4 % \$25
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{Tls. 98,000 Tls. 41,479	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 % Tls. 52 sellers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{£450,000	9,218	\$8 for year ending 31.12.06	8 % \$100
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{£100,000	Tls. 8,935	\$3 for 1897	4 1/2 % \$21
Pink Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	4 1/2 % Tls. 87 1/2 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{£110,000 \$26,011	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4 % Tls. 15.70 sellers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{£18,710 \$4,673	£8,745	No. 17 of 1/- = 48 cents	5 1/2 % buyers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{£164,124	\$10,335	\$1.75 for year ending 31.12.06	10 % \$17 1/2 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{£100,000 \$23,152	\$3,047	Interim of \$2 for six months ending June 30th 1907	7 % \$72 1/2
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{£30,000 \$49,000	\$40,933	\$6 for 2nd half-year making \$12 for 1906	12 % \$100 buyers
Shanghai Dock and Engineering Co., Ltd.	45,700	Tls. 100	Tls. 100	{Tls. 100,000 Tls. 19,459	19,459	Tls. 3 for year ending 30th April 1907	4 % Tls. 75
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{Tls. 48,710 Tls. 19,100	Tls. 23,117	{Final of Tls. 10 making Tls. 18 for year ending 31.12.06 on old capital	8 % Tls. 217 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{Tls. 15,000 Tls. 3,388	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 % Tls. 103
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{£30,000 \$8,418	\$8,418	\$3 for year ended 30.6.1906	11 1/2 % \$26
Central Stores, Limited	50,123	\$15	\$15	{£1,000 \$1,000	\$1,000	\$1.80 for 1906	12 % \$14 1/2
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{£64,975 \$26,075	\$371	\$5 for second half-year making \$10 for 1906	10 % \$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{£250,000 \$56,218	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 % \$99
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{£208,386 \$50,000	\$11,567	80 cents for 1906	7 1/2 % \$10 1/2 buyers
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	{none	\$1,089	\$2 1/2 for 1906	6 1/2 % \$37
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{Tls. 869,493 Tls. 170,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 % Tls. 100 sales
West Point Building Company, Limited	12,500	\$50	\$50	{none	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2 % \$48
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{Tls. 150,000 Tls. 64,986	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2 % Tls. 64 sellers
Hongkong Cotton Spinning and Weaving Company, Limited	125,000	\$10	\$10	{Tls. 45,939 \$110,000	\$21,660	\$1 1/2 for the year ending 31.7.06	11 1/2 % \$11
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	11 1/2 % Tls. 53 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{none	Tls. 31,459	Tls. 8 for 1906	8 1/2 % Tls. 92 1/2 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{Tls. 20,257	Tls. 50,653	Tls. 50 for 1906	15 1/2 % Tls. 317 1/2 sellers
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{£1,299 \$10,000	£638	1/3 per share for 1906	9 % \$61
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{£10,000 \$2,653	\$2,653	\$3 for 1905	12 1/2 % \$20 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	{none	Nil.	\$1 for 1904	10 % \$9 1/2 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{Tls. 50,000 Tls. 889	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	10 % Tls. 60 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	{none	\$25,000	60 cents for year ended 28.2.05	5 % \$5
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{£115,000 \$50,000	\$85	80 cents for 1906	8 1/2 % \$8.50 sellers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{£115,000 \$50,000	\$2,555	\$1.30 for year ending 31.7.1906	8 1/2 % \$15 buyers
Green Island Cement Company, Limited	100,000	\$10	\$10	{£111,000 \$10,804	\$10,804	Interim of 50 cents per share for a/c 1907	9 1/2 % \$10 1/2
Hall & Hollis, Limited	21,000	\$20	\$20	{£186,000 \$15,000	\$15,000	\$2 1/2 for year ending 28.2.07	11 % \$14 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{none	\$2,933	\$1 per share for year ending 28.2.07	7 % \$7 1/2
Hongkong Ice Company, Limited	5,000	\$25	\$25	{£105,000 \$4,361	\$4,361	Interim of \$4 for 1-year ending June 30th '07	9 1/2 % \$24 1/2
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{£165,000 \$4,212	\$4,212	\$4.00 for year ending 31.12.06	9 % \$22 1/2 buyers
Maatschappij tot Mijn- Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	{Tls. 547,500 Tls. 27,003	Tls. 10,374	Second interim div. of Tls. 7 1/2 for a/c 1907	9 1/2 % Tls. 305 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{none	\$2,655	\$1 per sh. for period from 19th Oct. to 30th Apr. '07	9 1/2 % \$10 1/2 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	{none	\$2,655	None	10 % \$10 1/2 buyers
Philippine Company, Limited	97,500	\$10	\$10	{none	\$2,655	Interim of Tls. 3 1/2 for account 1907	4 1/2 % Tls. 108 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{Tls. 100,000 Tls. 7,990	Tls. 7,990	Tls. 4 for 1905	10 % Tls. 42 1/2 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{Tls. 67,323 Tls. 45,000	Tls. 9,751	Final of Tls. 5 and Tls. 10 for 1906	13 1/2 % Tls. 75 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{Tls. 8,000 Tls. 24,820	Tls. 7,843	Final of Tls. 6 making Tls. 10 for 1906	8 1/2 % Tls. 120 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{Tls. 100,000 Tls. 85,593	Tls. 85,593	Interim of 15/- for account 1907	10 % Tls. 300 buyers
Shanghai Waterworks Company, Limited	8,175	£20	£20	{Tls. 100,000 Tls. 85,593	Tls. 85,593	Interim of 11/3 for account 1907	10 % Tls. 270 buyers
South China Morning Post, Limited	7,200	£20	£20	{Tls. 100,000 Tls. 85,593	Tls. 85,593	None	10 % \$22
Steam Laundry Company, Limited	6,000	\$25	\$25	{none	\$214	30cts. (old) & 15cts. (new) year ended 31.5.06	4 1/2 % \$7
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{Tls. 15,295 Tls. 4,000	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	10 % Tls. 97
Union Waterboat Company, Limited	50,000	\$10	\$10	{none	\$349	First year	10 % \$12 1/2 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{£25,000 \$752	\$752	70 cents on 9,900 ord. shares and \$0.00 on 100 Founders for year ending 31.5.1906	6 1/2 % \$10 1/2 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{£300,000 \$5,482	\$5,482	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 % \$12 buyers
William Powell Limited	15,000	\$10	\$10	{£25,000 \$4,500	\$4,500	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 % \$8

* These shares are entitled to half of the profits.

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI,"
 Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this office for BOMBAY, &c., on SATURDAY, the 10th August, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Himalaya*, 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
 E. A. HEWETT,
 Superintendent.

Hongkong, 31st July, 1907.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "SALAZIE," Captain Aillard, will be despatched for MARSEILLES on TUESDAY, the 20th August, at 1 P.M.

This Steamer connects at Colombo with the Australian line S.S. *Sydney* bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—
 S.S. *POLYNESIE* 3rd Sept.
 S.S. *TOURNAI* 17th Sept.
 S.S. *AUSTRALIE* 1st Oct.
 S.S. *NERA* 15th Oct.
 S.S. *YARRA* 29th Oct.
 S.S. *ERNEST SIMONS* 12th Nov.G. DE CHAMPEAUX, Agent.
 Hongkong, 7th August, 1907.

FOR VLADIVOSTOCK.

The Steamship "VINE BRANCH," will be despatched as above on or about 10th September.

For Freight and further Particulars, apply to
 DODWELL & CO., LIMITED,
 Agents.

Hongkong, 3rd August, 1907.

Intimations.

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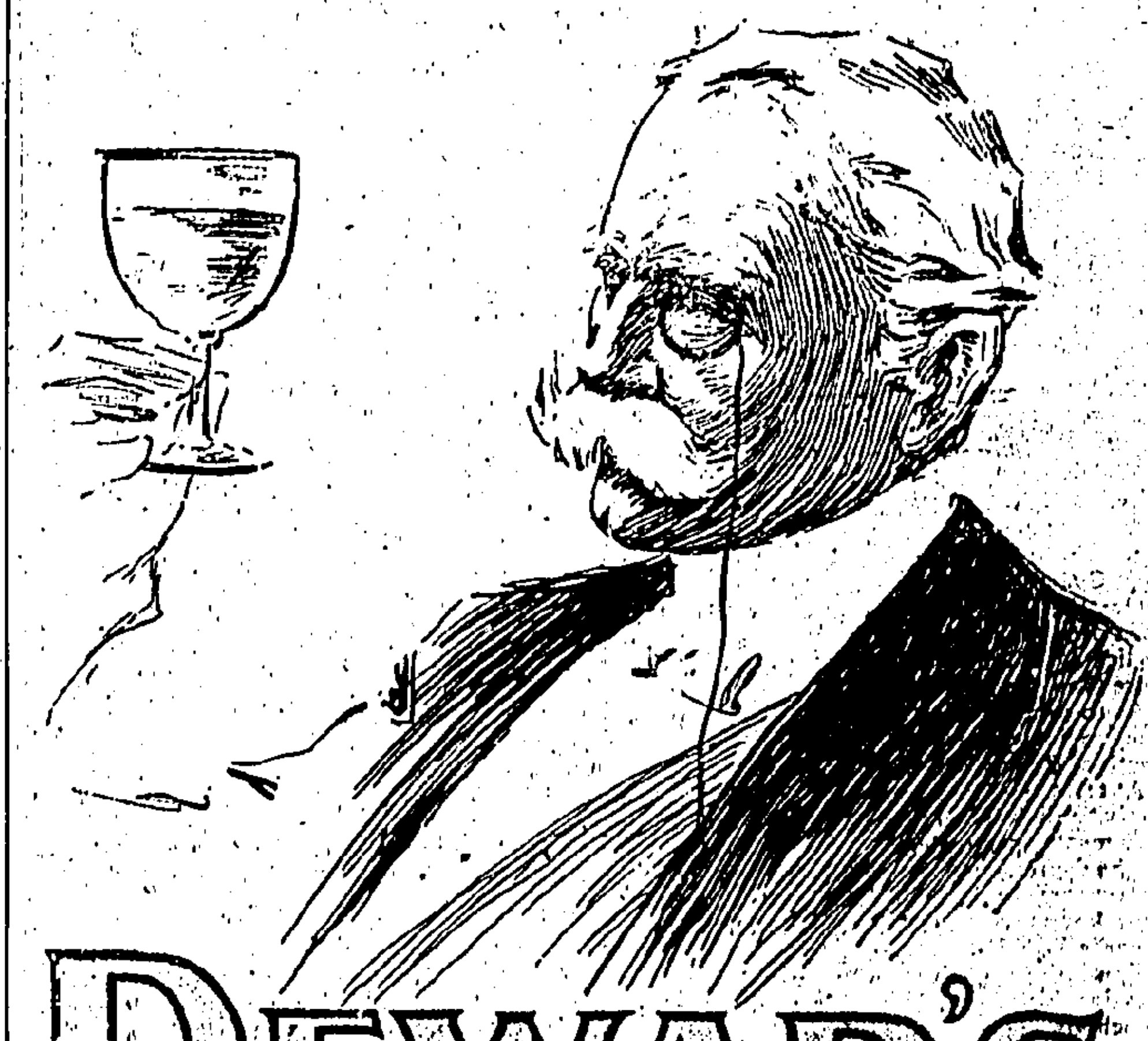
AND

ACCESSORIES.

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AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1907.



DEWAR'S WHISKY

Sole Agents: BUMANN & BERBLINGER,

15, 16 & 17, Colnaght Road Central.

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